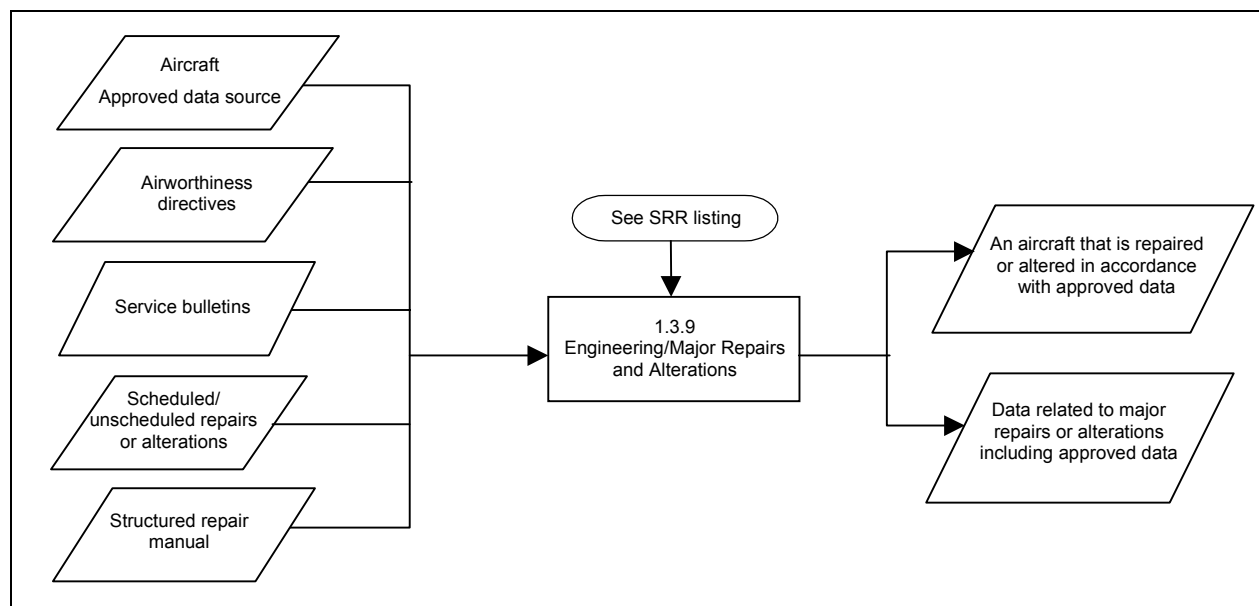


# Safety Attribute Inspection (SAI) Job Aid



## ELEMENT SUMMARY INFORMATION

**Element:** 1.3.9 Engineering/Major Repairs and Alterations

**Purpose of this Element** (Air Carrier's responsibility): To ensure that all major repairs and major alterations are properly accomplished using FAA approved data.

**Objective** (FAA responsibility): To determine if the Air Carrier follows its policies, procedures, and controls for Engineering/Major Repairs and Alterations.

### Inputs:

- Aircraft
- Approved Data Source
- Airworthiness Directives
- Service Bulletins
- Scheduled/Unscheduled Repairs or Alterations
- Structured Repair Manual

### Outputs:

- An aircraft that is repaired or altered in accordance with approved data.
- Data related to major repairs or alterations including approved data.

# Safety Attribute Inspection (SAI) Job Aid

## Performance Measures:

- Air carrier submits a report after every major alteration.
- Air carrier maintains a copy of each report of a major repair.
- Air carrier uses (only) approved data for each major repair and major alteration.
- Air carrier has available facilities, equipment, and personnel to perform major alterations and major repairs.
- Air carrier maintains a current list of major alterations for every airframe, engine, propeller, and appliance.
- Air carrier correctly identifies each repair and alteration as major or minor.

# Safety Attribute Inspection (SAI) Job Aid

## **SRR:**

- 43.13 (a, b) Performance rules: General
- 121.153 (a) (2) Aircraft Requirements: General
- 121.707 (a) Alteration and Repair Reports
- 121.709 (a) Airworthiness Release and Log Book Entry

## **Other CFRs and/or FAA Guidance:**

- FAA Order 8300.10, Volume 2, Chapter 64, Paragraph 3-- "Evaluate Continuous Airworthiness Maintenance Program/ Revision"
- FAA Order 8300.10, Volume 2, Chapter 71, Paragraph 3 --"Evaluate FAR Part 121 Operator's Maintenance Records"
- CFR 43.3 (f)--A holder of an air carrier operating Certificate may perform Maintenance, Preventative Maintenance and Alterations as provided in Part 121, 127, 129 or 135. (As Certificated)
- CFR 43.7 (d)--A Manufacturer may approve for return to service under certain conditions.
- CFR 43.13 (c)--Special Maintenance Provisions for Certificate Holders.
- CFR 43.17 (e)--Approval requirements
- CFR 21.289 (a)--Landing Gear Aural Warning Device
- CFR 21.289 (b)-- Landing Gear Aural Warning Device may not have manual shutoff
- CFR 121.379 (b)--Major Repairs and Major Alterations must be done I/A/W technical data approved by the Administrator.
- CFR 145.51--Privileges of Certificates.
- CFR 145.79--Records and Reports.
- SFAR36--Development of Major Repair Data.
- CFR 43, Appendix A--Category II Operations Manual, Instruments, Equipment and Maintenance.
- CFR 43, Appendix B--Authorization to exceed Mach I (91.817).

# Safety Attribute Inspection (SAI) Job Aid

## SRR SPECIFIC INFORMATION

| SRR                    | Intent  |   |
|------------------------|---|---|
| <b>43.13 (a)</b>       | To ensure that an air carrier performs major alterations and major repairs using FAA approved means.  | <b><i>Certification:</i></b> <i>Airworthiness</i><br><b><i>Surveillance:</i></b> <i>Airworthiness</i> |
| <b>43.13 (b)</b>       | To ensure that the air carrier performs major alterations and major repairs so that the aircraft is returned to its original or altered condition using approved data.  | <b><i>Certification:</i></b> <i>Airworthiness</i><br><b><i>Surveillance:</i></b> <i>Airworthiness</i> |
| <b>121.153 (a) (2)</b> | To ensure that no air carrier operates an aircraft unless it is airworthy and meets the approved requirements of FAR121 in that the major repairs and major alterations are accomplished using approved data. | <b><i>Certification:</i></b> <i>Airworthiness</i><br><b><i>Surveillance:</i></b> <i>Airworthiness</i> |
| <b>121.707 (a)</b>     | To ensure that the air carrier prepares a report at the completion of a major alteration or major repair of an airframe, aircraft, propeller, or appliance.   | <b><i>Certification:</i></b> <i>Airworthiness</i><br><b><i>Surveillance:</i></b> <i>Airworthiness</i> |
| <b>121.709 (a)</b>     | To ensure that prior to operation of aircraft, after major alteration or major repair, the air carrier prepares, or in the case of outsourcing reports, an airworthiness release.                             | <b><i>Certification:</i></b> <i>Airworthiness</i><br><b><i>Surveillance:</i></b> <i>Airworthiness</i> |

# Safety Attribute Inspection (SAI) Job Aid

## 1.3.9 Engineering/Major Repairs and Alterations

### SECTION 1 - RESPONSIBILITY ATTRIBUTE

**Objective:** To determine if there is a clearly identifiable, qualified, and knowledgeable person who is accountable for the quality of the Engineering/Major Repairs and Alterations process.

*To meet this objective, the inspector will accomplish the following tasks:*

1. Identify the person who is responsible for the quality of the Engineering/Major Repairs and Alterations process.
2. Review the description in the Manual that delineates the duties and responsibilities of the person.
3. Evaluate the person's qualifications and work experience (or resume', if appropriate).
4. Review the appropriate organizational chart.
5. Discuss the Engineering/Major Repairs and Alterations process with the person.

*To meet this objective, the inspector will determine and record answers to the following questions:*

|   |   |
|---|---|
| 1. Is there a clearly identifiable person who is answerable for the quality of the Engineering/Major Repairs and Alterations process? | <input type="checkbox"/> YES If yes, provide the name:<br><input type="checkbox"/> NO If no, explain: |
| 2. Does the person understand the procedures associated with the Engineering/Major Repairs and Alterations process?                   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 3. Does the person understand the controls associated with the Engineering/Major Repairs and Alterations process?                     | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 4. Does the person understand the interfaces associated with the Engineering/Major Repairs and Alterations process?                   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 5. Does the person understand the process measurements associated with the Engineering/Major Repairs and Alterations process?         | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 6. Is the responsibility of this position clearly documented in the air carrier's Manual(s)?  | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 7. Are the qualification standards for this position clearly documented?  | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 7a. Are the qualification standards for this position appropriate for the duties that are assigned?                                   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 8. Does the person meet the qualification standards?  | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 9. Does the person acknowledge that he/she has responsibility for the Engineering/Major Repairs and Alterations process?              | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 10. Does the person know who has authority to establish and modify the Engineering/Major Repairs and Alterations process?             | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |

# Safety Attribute Inspection (SAI) Job Aid

## 1.3.9 Engineering/Major Repairs and Alterations

### SECTION 2 – AUTHORITY ATTRIBUTE

**Objective:** To determine if there is a clearly identifiable, qualified, and knowledgeable person with the authority to establish and modify the Engineering/Major Repairs and Alterations process.

*To meet this objective, the inspector will accomplish the following tasks:*

1. Identify the person who has the authority to establish or modify the Engineering/Major Repairs and Alterations process.
2. Review the description in the Manual that delineates the duties and responsibilities of the person.
3. Evaluate the person's qualifications and work experience (or resume', if appropriate).
4. Review the appropriate organizational chart.
5. Discuss the Engineering/Major Repairs and Alterations process with the person.

*To meet this objective, the inspector will determine and record answers to the following questions:*

|   |   |
|---|---|
| 1. Is there a clearly identifiable person who has authority to establish and modify the air carrier's policies for the Engineering/Major Repairs and Alterations process? | <input type="checkbox"/> YES If yes, provide the name:<br><input type="checkbox"/> NO If no, explain: |
| 2. Does the person understand the procedures associated with the Engineering/Major Repairs and Alterations process?   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 3. Does the person understand the controls associated with the Engineering/Major Repairs and Alterations process?   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 4. Does the person understand the interfaces associated with the Engineering/Major Repairs and Alterations process?   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 5. Does the person understand the process measurements associated with the Engineering/Major Repairs and Alterations process?   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 6. Is the authority of this position clearly documented in the air carrier's Manual(s)?   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 7. Are the qualification standards for this position clearly documented?  | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 7a. Are the qualification standards for this position appropriate for the duties that are assigned?   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 8. Does the person meet the qualification standards?  | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 9. Does the person acknowledge that he/she has authority for the Engineering/Major Repairs and Alterations process?   | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 10. Does the individual know who has the responsibility for the Engineering/Major Repairs and Alterations process?  | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |
| 11. Are the procedures for delegation of authority clearly documented for the Engineering/Major Repairs and Alterations process?  | <input type="checkbox"/> YES If no, explain:<br><input type="checkbox"/> NO                           |

# Safety Attribute Inspection (SAI) Job Aid

## 1.3.9 Engineering/Major Repairs and Alterations

### SECTION 3 – PROCEDURES ATTRIBUTE

**Objective:** To determine if the air carrier has documented procedures for accomplishing the Engineering/Major Repairs and Alterations process.

*To meet this objective, the inspector will accomplish the following tasks:*

1. Review the documented instructions and information related to the Engineering/Major Repairs and Alterations process to ensure that they contain who, what, where, when, and how.
2. Review the FAA Guidance and Specific Regulatory Requirements (SRR) included in the supplemental information section of this SAI.
3. Discuss the Engineering/Major Repairs and Alterations process with appropriate personnel to gain an understanding of the procedures.
4. Observe the Engineering/Major Repairs and Alterations process to gain an understanding of the procedures.

*To meet this objective, the inspector will determine and record answers to the following questions:*

1. Do written procedures exist to achieve the desired result of the Engineering/Major Repairs and Alterations process:

1.1 Do written procedures provide correct definitions of major repairs and major alterations?

☐ YES    If no or N/A, explain:  
☐ NO  
☐ N/A

1.2 Do written procedures provide instructions for use and limitations of the structural repair manual when it has not been approved (e.g., foreign aircraft, Swearingen aircraft)? [SRR 43.13 (a)]

☐ YES    If no or N/A, explain:  
☐ NO  
☐ N/A

1.3 Do written procedures require major repairs and major alterations to be classified as RII?

☐ YES    If no or N/A, explain:  
☐ NO  
☐ N/A

1.4 Do written procedures provide the flight test requirements after completion of major alterations and major repairs? [SRR 43.13 (b)]

☐ YES    If no or N/A, explain:  
☐ NO  
☐ N/A

1.5 Do written procedures explain methods for acquiring supplemental type certificates, field approvals, or other approvals (e.g., designated airworthiness representatives, designated engineering representatives, designated alteration stations)? [SRR 43.13 (a)]

☐ YES    If no or N/A, explain:  
☐ NO  
☐ N/A

1.6 Do written procedures provide instructions for maintenance, inspection, and engineering to prepare and create reports/records of approved data used in performance of major repairs and major alterations within 5 calendar days? [SRR 121.707 (a)]

☐ YES    If no or N/A, explain:  
☐ NO  
☐ N/A

# Safety Attribute Inspection (SAI) Job Aid

## 1.3.9 Engineering/Major Repairs and Alterations

### SECTION 3 – PROCEDURES ATTRIBUTE

|   |  |
|---|--|
| 1.7 Do written procedures require that any deviation from the written data must be approved prior to approving the airframe, aircraft engine, aircraft propeller, or appliance for return to service? [SRR 43.13 (a)]   | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> NO<br><input type="checkbox"/> N/A  |
| 1.8 Do written procedures define the method of identifying the reason for the major repair or major alteration (e.g., airworthiness directive compliance, economic)?  | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> NO<br><input type="checkbox"/> N/A  |
| 1.9 Do written procedures describe instructions prohibiting the use of manufacturer's facsimiles as approved data unless the manufacturer has designated engineering representative authority and has exercised that authority on the facsimiles using FAA form 8110.3? [SRR 43.13 (a)] | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> NO<br><input type="checkbox"/> N/A  |
| 1.10 Do written procedures provide a list of examples of major repairs and major alterations? [SRR 43.13 (a)]   | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> NO<br><input type="checkbox"/> N/A  |
| 2. Do the procedures identify: who, what, where, when and how?  | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO   |
| 3. Are the procedures in compliance with the CFR(s)?  | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO   |
| 4. Do the procedures conform to other written guidance (E.g., Operations Specifications, FAA Orders, Airworthiness Directives, Advisory Circulars, Handbook Bulletins, Directives, and Manufacturer's Recommendations)?   | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO   |
| 5. Does the air carrier have the resources to support the written procedures for the Engineering/Major Repairs and Alterations process?   | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO   |
| 6. If alternate procedures exist for use during irregular conditions, do they achieve the same desired results as the primary procedures so that an equivalent level of safety is maintained? (E.g., a manual system used as a result of equipment failure).                            | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO<br><input type="checkbox"/> N/A, No alternate procedures exist for this element |
| 7. Are the procedures published in different manuals relating to the Engineering/Major Repairs and Alterations process consistent?  | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO   |
| 8. Does the air carrier have a documented method for assessing the impacts of procedural changes to the Engineering/Major Repairs and Alterations process?  | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO   |



# Safety Attribute Inspection (SAI) Job Aid

## 1.3.9 Engineering/Major Repairs and Alterations

### SECTION 4 – CONTROL ATTRIBUTE

**Objective:** To determine if checks and restraints are designed into the Engineering/Major Repairs and Alterations process to ensure a desired result is achieved.

*To meet this objective, the inspector will accomplish the following tasks:*

1. Review the documented instructions and information related to the Engineering/Major Repairs and Alterations process.
2. Review the FAA Guidance and Specific Regulatory Requirements (SRR) included in the supplemental information section of this SAI
3. Discuss the Engineering/Major Repairs and Alterations process with appropriate personnel to gain an understanding of the controls.
4. Observe the Engineering/Major Repairs and Alterations process to gain an understanding of the controls.

*To meet this objective, the inspector will determine and record answers to the following questions:*

1. Are the following checks and restraints built into the Engineering/Major Repairs and Alterations process:

*1.1 Does the air carrier classify major repairs and major alterations as RII?*

☐ YES    **If no or N/A, explain:**  
☐ NO  
☐ N/A

*1.2 Does the air carrier have a method to determine if a repair/alteration is major or minor and identify it as such?*

☐ YES    **If no or N/A, explain:**  
☐ NO  
☐ N/A

*1.3 Does the air carrier flight test major alterations when the alteration could produce a change in aircraft performance?*

☐ YES    **If no or N/A, explain:**  
☐ NO  
☐ N/A

*1.4 Does the air carrier provide a detailed form to report the accomplishment of a major alteration or major repair (e.g., FAA Form 337, engineering authorization form)?*

☐ YES    **If no or N/A, explain:**  
☐ NO  
☐ N/A

2. Do the checks and restraints ensure the desired result is achieved for the Engineering/Major Repairs and Alterations process?

☐ YES    **If no, explain:**  
☐ NO

3. Does the air carrier have a documented method for assessing the impacts of any changes made to checks and restraints in the Engineering/Major Repairs and Alterations process?

☐ YES    **If no, explain:**  
☐ NO

4. Does the air carrier have the resources to support the checks and restraints for the Engineering/Major Repairs and Alterations process?

☐ YES    **If no, explain:**  
☐ NO

# Safety Attribute Inspection (SAI) Job Aid

## 1.3.9 Engineering/Major Repairs and Alterations

### SECTION 5 - PROCESS MEASUREMENT ATTRIBUTE

**Objective:** To determine if the air carrier measures and assesses the Engineering/Major Repairs and Alterations process, to identify and correct problems or potential problems.

*To meet this objective, the inspector will accomplish the following tasks:*

1. Review the documented instructions and information related to the Engineering/Major Repairs and Alterations process.
2. Discuss the Engineering/Major Repairs and Alterations process with appropriate personnel to gain an understanding of the process measures.
3. Observe the Engineering/Major Repairs and Alterations process to gain an understanding of the process measures.

*To meet this objective, the inspector will determine and record answers to the following questions:*

1. <Deleted>

2. Does the air carrier's Engineering/Major Repairs and Alterations process include the following process measurements?

*2.1 The Air Carrier audits Major Repairs and Major Alterations to ensure the following:*

*2.1.1 Major repairs and major alterations are performed in accordance with the manual.*

☐ YES    **If no or N/A, explain:**  
☐ NO  
☐ N/A

*2.1.2 Correct classifications of repairs (major vs. minor) are made.*

☐ YES    **If no or N/A, explain:**  
☐ NO  
☐ N/A

*2.1.3 Outsourcing of major repairs and major alterations are performed in compliance with the manual.*

☐ YES    **If no or N/A, explain:**  
☐ NO  
☐ N/A

*2.1.4 Records and reports of a major alterations and major repairs are completed.*

☐ YES    **If no or N/A, explain:**  
☐ NO  
☐ N/A

3. Does the air carrier document their process measurement methods and results?

☐ YES    **If no, explain:**  
☐ NO

4. Are the air carrier's process measurement methods effective?

☐ YES    **If no, explain:**  
☐ NO

5. Does the air carrier use their process measurement results to improve their programs?

☐ YES    **If no, explain:**  
☐ NO

6. Are the process measurement results accessible to the FAA?

☐ YES    **If no, explain:**  
☐ NO

# Safety Attribute Inspection (SAI) Job Aid

## 1.3.9 Engineering/Major Repairs and Alterations

### **SECTION 5 - PROCESS MEASUREMENT ATTRIBUTE**

- |  |  |
|--|--|
| 7. Does the organization that conducts the process measurement have direct access to the person with responsibility for the Engineering/Major Repairs and Alterations process? | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO |
| 8. Does the air carrier have the resources to support the process measurement for the Engineering/Major Repairs and Alterations process?                                       | <input type="checkbox"/> YES    If no, explain:<br><input type="checkbox"/> NO |

# Safety Attribute Inspection (SAI) Job Aid

## 1.3.9 Engineering/Major Repairs and Alterations

### SECTION 6 – INTERFACES ATTRIBUTE

**Objective:** To determine if the air carrier identifies and manages the interactions between the Engineering/Major Repairs and Alterations process and the other element processes within the air carrier organization.

*To meet this objective, the inspector will accomplish the following tasks:*

1. Review the documented instructions and information related to the Engineering/Major Repairs and Alterations process.
2. Discuss the Engineering/Major Repairs and Alterations process with appropriate personnel to gain an understanding of the interfaces.
3. Observe the Engineering/Major Repairs and Alterations process to gain an understanding of the interfaces.

*To meet this objective, the inspector will determine and record answers to the following questions:*

1. Are the following interfaces identified for the Engineering/Major Repairs and Alterations process:

|   |   |
|---|---|
| 1.1 Aircraft Airworthiness Requirements (Element 1.1.1)         | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A |
| 1.2 Major Repairs and Alterations (Element 1.2.2)               | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A |
| 1.3 Maintenance Program (Element 1.3.1)                         | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A |
| 1.4 Inspection Program (Element 1.3.2)                          | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A |
| 1.5 RII (Element 1.3.4)   | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A |
| 1.6 AD Management (Element 1.3.6)                               | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A |
| 1.7 Outsource Organization (Element 1.3.7)                      | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A |
| 1.8 Continuous Analysis and Surveillance (CAS) (Element 1.3.11) | <input type="checkbox"/> YES    If no or N/A, explain:<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A |

# Safety Attribute Inspection (SAI) Job Aid

|  |   |                        |
|--|---|------------------------|
| <b>1.3.9 Engineering/Major Repairs and Alterations</b>   |   |                        |
| <b>SECTION 6 – INTERFACES ATTRIBUTE</b>  |   |                        |
| 1.9 SFAR36 (Element 1.3.12)  | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.10 DAS (Element 1.3.13)  | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.11 GMM/Equivalent (Element 1.3.14)   | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.12 Reliability Program (Element 1.3.15)  | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.13 Weight and Balance Program (Element 1.3.17)   | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.14 Other programs approved by Operation Specification  | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.15 Content Consistency Across Manuals (Element 2.1.2)  | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.16 (Manual) Currency (Element 2.1.1)   | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.17 (Manual) Distribution (Element 2.1.3)   | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 1.18 (Manual) Availability (Element 2.1.4)   | <input type="checkbox"/> YES<br><input type="checkbox"/> No<br><input type="checkbox"/> N/A | If no or N/A, explain: |
| 2. List any additional interfaces identified:  |   |                        |
| 3. Are there written procedures for the use of air carrier personnel in the application of these interfaces?                                   | <input type="checkbox"/> YES<br><input type="checkbox"/> No                                 | If no, explain:        |
| 4. Are there controls to ensure that interfaces occur?   | <input type="checkbox"/> YES<br><input type="checkbox"/> No                                 | If no, explain:        |
| 5. Are the interfaces between the Engineering/Major Repairs and Alterations process and other processes treated consistently in the Manual(s)? | <input type="checkbox"/> YES<br><input type="checkbox"/> No                                 | If no, explain:        |